

C L A I M S

1. A device to be fitted on a vehicle wheel of a predetermined size in order to increase the friction between the wheel and the road surface during winter conditions, comprising a belt made substantially from textile material and intended to encircle the tread of the wheel and be held in place by means of flexible inner and outer side portions which, at least on the inner side of the wheel, is tightened by means of an elastic member, and the internal circumference of the belt is at least 4% larger than the largest circumference of the wheel.

2. A device according to Claim 1, wherein the internal circumference of the belt is 4-10%, larger than the largest circumference of the wheel.

3. A device according to Claim 1, wherein the outer side portion is designed so as to prevent it from jumping over the wheel to the inside therof.

4. A device according to Claim 1, wherein the outer side portion is designed to cover substantially the outer side of the wheel.

5. A device according to Claim 4, wherein the outer side portion is made of a netting material, the material being a PVC coated 1100 dtex polyester multifilament material having a netting opening of 2-7mm.

6. A device according to Claim 3, wherein the outer side portion has at least one opening, the largest circumference of said opening being less than 2.2 times the largest diameter of the wheel.

7. A device according to Claim 1, wherein the outer side portion is provided with radially extending straps.

8. A device according to Claim 1, wherein said elastic member comprises a rubber-elastic material which is covered by spinning about it, or is spun, woven or knitted

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together with, a substantially inelastic thread material, said thread material limiting the extensibility of said elastic member.

9. A device according to Claim 1, wherein said belt consists mostly of a textile material.

10. A device according to Claim 9, wherein said textile material is a woven polyamide.

11. A device according to Claim 9, wherein the belt comprises two layers of textile material, one side of which is coated with a suitable plastic, the two layers being arranged so that the plastic coatings contact one another.

12. A device according to Claim 1, wherein the belt is of a multilayer construction, the outer surface comprising polyester multifilament yarn oriented crosswise to the circumferential direction of the belt, the layer construction pattern preferably being 4-shed broken twill.

13. A device according to Claim 12, wherein the polyester multifilament yarn has a fineness of about 1100 dtex.

14. A device according to Claim 11, wherein the inner layer of the multilayer construction is a different color than that of the outer layer.

15. A device according to Claim 14, wherein the layers are made of a polyester or polyamide multifilament material.

16. A device according to Claim 14, wherein the outer and inner layers are interconnected by a common yarn system in said circumferential direction.

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17. A device according to Claim 16, wherein the said common yarn system is made of a polyester multifilament having a fineness of about 1100 dtex.

18. A device according to Claim 1, wherein the inside of the inner side portion is coated by a low friction coating.

19. A device according to Claim 18, wherein said low friction coating is silicon polymer, butadiene rubber, neoprene rubber, PVC, or a similar polymer.

20. A method for fitting a device on a vehicle wheel, resting against a road surface, to increase the friction between the wheel and the road surface during winter conditions, comprising the steps of:

providing a device comprising a belt made substantially from textile material and intended to encircle the tread of the wheel and be held in place by means of flexible inner and outer side portions which, at least on the inside of the wheel, is tensioned by means of an elastic member;

fitting the inner side portion over the tread of the wheel to the inside of the wheel along at least two thirds of the circumference of the wheel, along as much as possible of that part of the circumference which does not rest against the road surface; and

rotating wheel by means of the vehicle, whereby the remaining part of the inner side portion moves to assume its place on the inside of the wheel and pulls the belt in place along the tread of the wheel.

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